Government of
Saskatchewan

Annual Report
1988-89

Saskatchewan
Rural
Development

Annual Report 1988-89

Saskatchewan Rural Development

for the fiscal year ending

March 31, 1989

3085 Albert Street
Regina, Saskatchewan
S4S 0B1

ISSN 0831-9073

90-03452/

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Letters of Transmittal

The Honourable Sylvia Fedoruk,
Lieutenant Governor,
Province of Saskatchewan

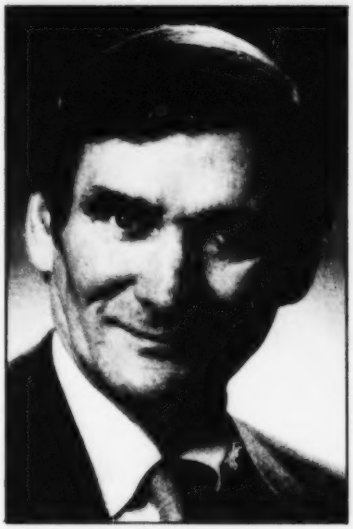
Your Honour:

I have the honour of submitting the annual report of the Department of Rural Development for the year ending March 31, 1989.

Respectfully submitted,

Neal Hardy

Neal H. Hardy,
Minister of Rural Development



Honourable Neal H. Hardy
Minister of Rural Development

The Honourable Neal H. Hardy,
Minister of Rural Development,
Regina, Saskatchewan

Sir:

I wish to present to you the annual report for the Department of Rural Development for the twelve months ending March 31, 1989.

Respectfully submitted,

Bill Reader,
Deputy Minister of Rural Development

Bill Reader
Deputy Minister
of Rural Development

Organization Chart

Deputy Minister's Message

1988-89 has been a year of change. During this fiscal period the department underwent a number of administrative and organizational changes resulting in a new look which reflects a new and expanded mandate of service to rural Saskatchewan.

In 1988 Premier Devine announced his vision of a Rural Service Network designed to improve the flow of information required by rural residents in the areas of agriculture, economic development and diversification.

On August 1, 1988, two branches from the Department of Agriculture namely Extension and Lands, joined with Rural Development forming the basis for the Rural Service Network.

In partnership with Canada/Saskatchewan Crop Insurance Corporation, three "pilot" Rural Service Centres were established during 1988-89 at Leader, Watrous and Wolseley. The success of these pilots resulted in a commitment to establish several additional centres.

The department's expanded mandate increased the need for additional support services. Systems Services and Communication Services were new additions to the department during this fiscal period.

Systems Services supports the development of the Rural Service Network and aids the department's information technology management. This area includes computer support service, planning, acquisition of hardware and software, and application, as well as training and support.

Communication Services was formed to manage the information needs of the department and provides communications in the form of reporting programs, policies, accomplishments, brochures, and pamphlets for both internal and external user groups.

Transportation remains a major function of Rural Development's mandate providing transportation planning, traffic safety, operations and maintenance of the provincial ferry service and revenue sharing for the funding of maintenance and construction activities for rural roads and bridges.

I am excited about the changes and initiatives that have occurred in Rural Development during this fiscal year. The changes represent one positive step towards ensuring a sound and secure framework for growth and development in rural Saskatchewan.

Saskatchewan Rural Development is focussed on the future.

Mission and Principles

Mission:

Building together for a strong and prosperous rural community.

Principles:

As an organization, we believe in:

— encouraging sustainable economic development, both industrial and agricultural, in every community

— encouraging local autonomy, strong local government, and economic growth through local initiative and leadership

— assisting municipalities in developing and maintaining transportation systems

— providing quality, responsible and effective service and information

— promoting the research, development and adoption of improved technology and practices

— developing natural resources through a responsible balance between level of utilization and conservation

— encouraging cooperation, coordination and communication within public and private sectors

— enhancing our province's human resources by providing information, developing skills, and delivering programs

Rural Service Division

Community Development Services

The function of Community Development Services is to provide a range of social and economic development programs and services to small centres and rural municipalities in the province, thus assisting them in maintaining their viability as communities and securing their future to the greatest degree possible. Branch activities are geared to achieving wide distribution of the province's social and economic growth and diversification opportunities, ensuring that all communities, regardless of size, location or status, will share in development as much as possible and practical. The key objectives are enhanced local autonomy, development, diversification and job creation.

The branch offers advice and guidance to municipalities seeking it; provides programs, including grants to community economic development committees, and rural development corporations; compiles, publishes and distributes information on selected communities and areas through community profile programs; assists potential entrepreneurs, through interviews, inter-agency co-ordination and referrals to appropriate community economic development committees and rural development corporations; recognizes community based initiatives to foster social and economic development in rural areas; and strengthens rural community leadership through training publications and seminars to better understand the development process, how to address development issues and how to undertake community based initiatives.

During the 1988-89 fiscal year the following were undertaken:

— 300 municipalities were provided advice respecting social and economic development processes and opportunities through meetings, telephone conversations and written correspondence.

— Ongoing staff assistance was provided to 55 Community Economic Development Committees. A total of six to eight meetings were held with each committee.

— 6 new rural development corporations were established during the year to bring the total to 9. Meetings were held to discuss the establishment of 41 new rural development corporations.

— 4 meetings for Rural Development Corporation Chairmen were hosted by the branch.

— Grants totalling $138,777 and $400,000 respectively were provided to Community Economic Development Committees and Rural Development Corporations. The branch met with private sector consultants to improve rural development corporations contracting procedures.

— A training manual consisting of 14 modules for community development committees and Rural Development Corporation Directors was produced by branch staff.

— Regionalized staff were added to provide assistance in four additional centres.

— Co-ordinated activities and programs with other provincial and federal agencies including the Departments of Agriculture, Consumer and Commercial Affairs, Urban Affairs, Highways and Transportation, Canada Employment and Immigration, and Western Diversification Office.

— Developed a computer system to provide information on opportunities for processing and manufacturing known as C.O.R.A. — a Catalogue of Opportunities for Rural Areas.

— Participated at major trade shows and events with a department display to promote information and opportunities provided by the Community Economic Development Committees and Rural Development Corporations.

The branch's programs continue to generate considerable interest and involvement among the residents and municipalities of rural Saskatchewan. Many requests have been received for the Community Economic Development Program. Additional communities will be added with the original group of towns being phased out of the program. The rural development corporation concept is continuing to progress with a number of new signings scheduled for 1989-90.

Branch programs were administered from offices in Regina and Saskatoon as well as Yorkton, Tisdale and Swift Current.

Community Planning Services

Community Planning Services assists the province's 299 rural municipalities and 18 advisory district planning commissions with their responsibilities. The Planning and Development Act, 1983, the Subdivision Regulations and the Dedicated Lands Regulations provide the enabling legislation by which R.M. Councils can adopt planning and zoning bylaws and manage development proposals.

Additional branch administrative responsibilities include The Municipal Expropriation Act as it pertains to rural municipalities; representing Rural Development in the Environmental Assessment Review process; liaison with Urban Affairs respecting annexations, inter-municipal, rural and lake management planning programs; Qu'Appelle Valley land use planning; and the Abandoned Rail Line Disposition Program.

The Statistics to the end of 1988-89 fiscal year were:

- 17 Advisory District Planning Commissions
- 3 District Development Plans
- 21 District Zoning Bylaws
- 17 Basic Planning Statements
- 142 R.M. Zoning Bylaws
- 10 R.M.s with Interim Development Control
- 159 R.M. councils provided with planning assistance.

During 1988-89 fiscal year, planning bylaw adoption progress was as follows:

- 1 New Development Plan
- 3 New Basic Planning Statements
- 4 New Zoning Bylaws
- 4 R.M. Development Plan Amendments
- 7 Basic Planning Statement Amendments
- 119 Zoning Bylaw Amendments
- 5 R.M.s Adopted Interim Development Control

As joint responsibilities with other agencies, the following were completed:

- 26 Environmental Impact Assessment reviews
- 29 Municipal boundary alterations
- 10 Urban Affairs subdivision referrals

In 1988 authority of the Supervisor of Boundaries was shifted from Municipal Finance and Advisory Services to Community Planning Services.

The Supervisor of Boundaries processed:

- 6 new organized hamlets
- 4 additions
- 0 deletions
- 1 rescinding order

There were no orders processed to adjust boundaries for municipalities.

Current progress in the Abandoned Railway Right-of-Way Disposition Program is as follows:

- 53 local advisory committees are projected to be responsible for the management and disposition of abandoned railway rights-of-way transferred to the province.
- 38 committees have successfully concluded their disposition duties.

Subdivision activity during 1988-89 was as follows:

- 1,344 subdivision proposals received
- 1,226 subdivision approvals issued
- 9 subdivisions refused
- 148 subdivision files closed
- 46 subdivision re-approvals
- 309 subdivision files active
- 9 public reserve status changes

Highlights of branch activity to the end of 1988-89 were as follows:

- Successful integration of the branch's community planning and community economic development activities within the Rural Service Network
- Further progress in abandoned railway right-of-way disposition
- Completion of several private consultant assisted lake management programs, development plans and zoning bylaws through grants totalling $49,023.
- Co-ordination of Qu'Appelle Valley transition program involving 20 rural municipalities
- Resolution of several longstanding development concerns
- Successful adoption and implementation of a number of new municipal planning and zoning bylaws including rural municipal basic planning statements.

In summary, there continues to be significant rural municipal interest in development planning. R.M. requests for branch assistance in the appropriate management of development are frequent. Ongoing co-ordination and consultation through the planning process ensure municipal autonomy, ennancement of social and economic development, and successful decision-making at the local level.

The branch maintains two regional offices in Regina and Saskatoon. Branch staff includes seven professional planners, five full-time planning technicians, two full-time clerk typists and one part-time clerk typist.

Extension Service

The purpose or mission of the Extension Service is identified as:

> "Agriculture and rural development through leadership, technology transfer and service".

The branch was transferred on August 1, 1988 from Saskatchewan Agriculture to Saskatchewan Rural Development. This constituted one of a series of government initiatives to address the challenge of further development and diversification of the rural economy. Significant effort was given to retaining and adapting relationships with other groups who now have a different reporting structure, most notably the Regina based agricultural engineers and clerical support staff at rural offices.

As part of this major initiative Extension staff were given a special responsibility for the establishment of 43 Agriculture, Development and Diversification District (ADD) Boards throughout the province. These Boards are being given new responsibilities to both advise the Minister and to implement programs on a local basis. Along with municipality based ADD Committees and Regional Councils, this system replaces the old Agriculture Extension District Board system which was more narrowly focussed on the agricultural sector.

Extension service program efforts for this fiscal period were:

Client Services

The Extension Service provided individual consultations to assist producers on a wide variety of crop and livestock production topics, agricultural engineering and farm management issues and diversification opportunities.

The drought of 1988 was the major crop problem encountered, while financial stress required indepth counselling. Staff responded to over 180,000 office and telephone inquiries; addressing over 10,000 of those in the field.

Farm meetings, newsletters, newspaper articles, radio and television appearances continued to be an integral part of day-to-day extension activity. There was a major increase of interest and inquiries on new development and diversification opportunities.

Leadership and support services were also provided to a number of organizations including 4-H, agricultural societies, Saskatchewan Indian Agriculture Program (SIAP) and a wide range of local groups.

Program Development

Program needs were identified and initiatives developed through working with a range of involved agencies including; RM councils, agricultural committees, district boards, regional councils, agribusiness, producer organizations, educational institutions, 4-H, agricultural societies, individual producers, other branches and federal counterparts.

Major accomplishments related to:

— The development of a multi-year Soil Conservation program.

— Proposals were developed to address a Farm Management Initiatives Training and Development strategy.

Both of these initiatives and also input into a Research and Technology Transfer strategy constituted further federal-provincial cooperation under the National Agricultural Strategy (NAS).

— Cooperation with a number of Rural Development Corporations, development of lists of resource people and seminars aided development and diversification efforts.

— District boards and regional councils were actively involved in priorizing program development needs in the various areas of the province, particularly for ADF funded demonstration sites and projects. The trend to larger more sophisticated projects and livestock demonstrations is continuing. Progress was also significant in developing more effective communication plans to ensure findings were widely transferred to the public.

— Programs relating to livestock housing ventilation technology were targetted towards private sector consultants, contractors, equipment suppliers and builders. Building component plans, manuals and computer programs were prepared and revised.

— Publications and materials dealing with beef cattle housing, feedlot facilities and feeding systems were developed or revised.

— Other engineering projects related to; development of technology for dust control using canola oil, development of a seminar for the Saskatchewan Farm Builders Association on recommended building practices and technology and for the Crop Protection Institute of Canada on latest field spraying technology.

— Efforts were also directed at the development of a rat eradication effort, establishment of production groups and management clubs, and more effective communication through radio, television and news media.

Program Delivery

Major emphasis was placed in delivering programs associated with business management, marketing, maximum economic yield, soil conservation and development and diversification. Accomplishments included the following sample:

— Participation in the "Farming To Win" program increased significantly. This program is designed to improve business management skills and to assist the farm 'management team' integrate production technology into appropriate financial and marketing strategies. Seventy-five groups were established for the first year program and 24 for year two, representing 672 farm units and in excess of 1,000 participants.

In the north 150 farms participated in a market simulation exercise using the Futursim Program. The role of 'commodity broker' was assumed by selected staff and consultants. Other marketing meetings in the northern region had 900 registered participants — signifying a new interest in the market place by producers.

— An associated new initiative involved the use of the satellite STELLA network to provide closed circuit televised Farming To Win sessions for farm groups in cooperation with Credit Unions.

— A major crop club conference in cooperation with the U of S stimulated producer interest in the maximum economic yield (MEY) concept. This led to meetings and tours involving over 400 people in the northern region alone. In addition, a Cropping Challenges Seminar in North Battleford drew 650 people.

— Other groups or clubs focussed on marketing, beef, swine and dairy. In the central region cooperation with private industry was evident in greater than fifty per cent of the events held. In the south, "Winning with Beef" groups were initiated in eight communities.

— Efforts devoted to soil conservation included working with PFRA sponsored groups and with Ducks Unlimited. Projects were established to demonstrate new technology associated with minimum or zero tillage, salinity management, extended crop rotations, forage establishment and management, shelterbelt control of wind erosion and management systems to reduce or eliminate soil erosion due to water action.

The efforts of "Save Our Soils" (SOS) groups were greatly expanded and key producers are now in place to take a leadership role in future soil conservation initiatives.

Seminars, workshops, demonstrations and tours were established and were targetted at various opportunities including cattle and hog feeding, commercial aquaculture, long fibre compressed hay, special crops, wild rice, blueberries and mushrooms, etc. Opportunities actively pursued included de-hi alfalfa, game farming, market gardening, and production of varied farm inputs and processing of value added secondary products.

Extension efforts in the northern region included a seminar on diversification with registration of 110; two opportunity shows; meetings with numerous RMs and urban councils to discuss a potential of five new Rural Development Corporations, meetings with eight economic development committees and input into the organization of a Northern Economic Development Conference attended by over 200 people.

— Other efforts focussed on a wide range of activities including development of a farm accounting centre, beef herd management initiatives, ration formulation, crop reporting systems, cellular grazing technology and responding to diverse client enquiries concerning the details of various government drought assistance programs.

Efforts to develop the north east bull test station involving 54 breeders have been successful, as were two associated feedlot seminars and two sales of tested bulls. These joint efforts should assist the improvement of beef cattle genetics and stimulate the cattle feeding industry in the north west.

Engineering research and development projects addressed such issues as algae in farm dugouts, evaluation of paint in hog barns, cattle handling facilities, natural air grain drying systems.

Administration of Legislation, Policies and Grants

Major effort was focussed on the future role and development of policies for ADD Boards and Councils.

The Pollution (By Livestock) Control Act continued to promote environmentally sound sites for new livestock facilities.

The Fieldworker Policy was administered to enable control of weeds, rats and other problem wildlife. Most districts have formed "joint committees" of RMs to implement the Fieldworker program.

The 4-H grants were renewed and the organization was encouraged to develop supplementary sources of revenue through private sector sponsorships and consider participation in agricultural development and diversification projects.

Administration of grants to Agricultural Societies became the responsibility of the Extension Service.

Agricultural Societies

Seventy-four Agricultural Societies are organized in communities throughout Saskatchewan.

Agricultural societies fulfill their educational and social roles in a number of ways. Agricultural Societies were organizers of summer and fall fairs, 4-H regional shows, trade shows and livestock shows and sales. The diversity of programming of activities is an indication of the variety of needs and interests of the communities served by agricultural societies. Seminars and clinics were held on the following topics: pesticides and chemical safety; farm safety, grain sheaf making, crop production, dairy, sheep herders, obedience school, consumer law, computers, stress management, quilting. Tours of research stations at Swift Current and Brooks were organized by agricultural societies. Agricultural societies have been involved in promoting the Farming To Win program in their communities.

Horticultural Societies

The 39 Horticultural Societies held 44 shows and 19 sales. Most shows are held in the fall and feature both garden produce and flowers. Many societies hold educational events such as demonstrations, field trips, guest speakers at meetings, and workshops on a wide range of horticultural topics.

Lands

During the 1988/89 fiscal year Lands expanded delivery of services to rural communities. Effective August 1, 1988 the branch was transferred from the Department of Agriculture to the Department of Rural Development as part of the announced amalgamation of four government agencies into a Rural Service Network. This initiative improves the opportunity for integrated program delivery through one agency.

Lands continues to administer provincial Crown agricultural land with the mission to enhance the provincial economy, serve the public interest through responsible Crown land management and promote proper land use.

The three major programs administered are: Crown land sales; the Provincial Community Pasture Program and Crown land leasing. In addition, Lands is involved in utilizing Crown land for non-agricultural purposes such as sand and gravel quarrying and oil and gas leases.

Program delivery is handled through decentralized administration with the province divided into four regions, each with a regional office: "northwest" — North Battleford; "northeast" — Tisdale; "southwest" — Swift Current and "southeast" — Regina. There are 22 districts within the four regions each served by a land representative. Lands is a major contributor to the Rural Service Network with program information available from any Rural Service Centre.

As of March 31, 1989, Lands administers 8,668,850 acres compared to 8,806,392 acres as of March 31, 1988.

Programs

Sale of Provincial Land

Type of Sale	Number of Sales	Acres Sold	Sale Price
Cash Sales to Lessees	72	13,070	1,534,693
*Time Sales	77	16,625	2,389,177
Tender Sales	361	81,581	12,943,958
Total	**510**	**111,276**	**16,867,828**

*Sales are not concluded and titles are not transferred until all installments are paid.

Comparison of Land Sales

(For the complete fiscal years 1987/88 and 1988/89)

	1987-88 Acres	1988-89 Acres	1987/88	1988/89
Tender Sales	61,158	81,595	10,037,682	12,943,958
Cash Sales	7,135	15,431	575,395	1,594,600
Time Sales	9,189	16,625	1,143,795	2,392,485
Total	**77,482**	**113,651**	**11,756,872**	**16,931,043**

Land Leasing

(As at March 31, 1989)

Type of Lease	Number of Leases	Millions of Acres
Cultivated Acres	3,595	1.14
Grazing Acres	7,995	5.48
Hay Leases	728	.10
Total	**12,318**	**6.72**

Community Pastures	1987-88	1988-89
No. of cattle pastures	54	54
No. of adult cattle	74,148	73,488
No. of calves	46,865	48,217
No. of patrons	2,817	2,534
No. of sheep pastures	2	2
No. of ewes	3,411	3,034
No. of lambs	1,178	1,088
No. of patrons	54	50

Abandoned Rail Line Program

Lands administers the disposition of abandoned rail rights-of-way transferred to the province from the federal government and the railway companies.

Currently, 39 of the 43 rail subdivisions slated for abandonment have been transferred to the province. This represents 744 miles of railbed totalling 11,942 acres. A total of 6,140 acres were transferred to private ownership while 1,269 acres were retained by the Crown for agricultural, parks or highway purposes.

In February 1989, the province signed an agreement with Canadian National Railway Company that transfers an additional 11 branch lines totalling 3,076 acres to the province.

Revenue

In the 1988/89 fiscal year Lands programs produced revenue totalling $41.3 million. These revenues produced a $7.9 million credit to Saskatchewan Agriculture and $8.9 million was made available to the Farm Purchase Program Fund. The balance of $24.5 million is remitted on behalf of Saskatchewan Rural Development. The previous fiscal year generated revenues of $43.9 million with $10.9 million transferred to and recorded by the Farm Purchase Program Fund.

The recent $2.5 million decrease in revenue over 1987/88 is due to a slight decline in rental rates combined with a reduction in rented acres due to sales.

Changes to Policy and Procedures

Provincial Land Lease Allocation Policy

Provincial Land Lease Allocation criteria changed effective September 1, 1988. The requirement that a major portion of gross income be derived from farm operations was removed. The changes are in response to economic conditions that presently force many farmers to supplement their farm operations with off-farm income.

Scoring of applicants also changed with the introduction of equalization points into the resource base category. Previously awarding of resource base points was determined primarily on applicant municipal assessment holdings. Equalization points are now awarded to intensive operations based on the number of animals raised. These extra points recognize that facilities requiring large investments are a major expense in intensive operations. Also, with limited land resources they must purchase the bulk of their feed requirements.

Provincial Land Lease Assignment Policy

The eligibility criteria for assignees under the Provincial Land Lease Assignment Policy changed effective November 1, 1988.

Deleted from the eligibility criteria for assignees is the requirement that a major portion of the applicant's gross income be derived from farming operations.

The policy was further revised effective November 14, 1988, when cultivation leases containing saleable land became eligible for assignment to a non-family member. For a non-family assignment to be approved the eligible assignee must obtain a portion of the assignor's privately owned land by purchase or sale agreement.

Lease Utilization and Payment Policy

Lands revised the Lease Utilization and Payment Policy effective September 1, 1988. Former lessees who have a lease cancelled for non-payment are now required to clear the debt before they can participate in tender permit or custom farm operation programs.

Provincial Land Tender Sales Policy

Lands revised the Provincial Land Tender Sales Policy effective March 1, 1988 and implemented the change in the June 1988 tender sale.

Land previously tendered more than twice is now open to all producers. Prior to the revision only farmers with a land base (owned, leased or rented) carrying a total municipal assessment less than $60,000 were eligible to bid. Land tendered for the first or second time is still only open to those producers with a total municipal assessment less than the maximum. Land available to all producers is listed separately in the tender.

Effective January 1989 tendered land is now advertised with its estimated market value as established by the department. If the land does not sell, qualified applicants have the opportunity to purchase at the advertised price. These lands are available on a first come first serve basis from 30 days following tender closing to 30 days prior to the next tender advertisement. If not purchased privately, land may be readvertised on a subsequent tender. At retendering, estimated market value is re-established.

Rural Service Centres

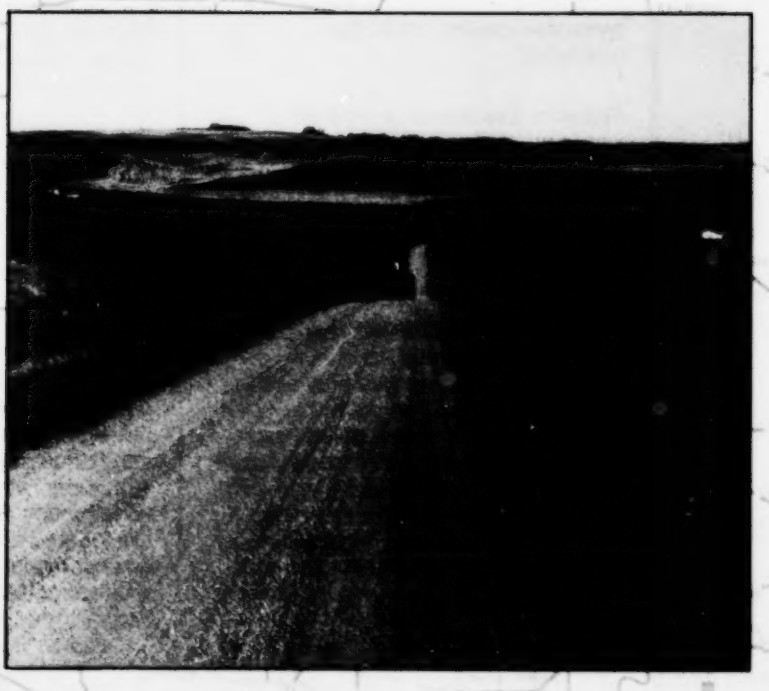
After the Premier's announcement about forming a Rural Service Network at the S.A.R.M. Convention in March 1988, human and financial resources were transferred from the Department of Agriculture to the Department of Rural Development to assist in the implementation of the Rural Service initiative. Saskatchewan Crop Insurance Corporation became a partner in the Rural Service Network but remains a separate entity.

The goal of improving the delivery of information and government programs to rural residents through many Rural Service Centre locations is key to this initiative.

Three Rural Service Centres were established as pilot "projects" in the fall of 1988. Due to the success of the pilot projects, several more Rural Service Centres are scheduled to be set up in the future.

These centres provide a top notch facility for local residents to access government programs and information.

Transportation Services Division



Bridge Services

The Bridge Services Branch, located in Regina, administers a program under which technical and financial assistance is provided to rural municipalities for the construction and maintenance of municipal bridges within their jurisdiction.

Technical assistance consists of carrying out inspections, engineering designs, determining load carrying capacities and providing recommendations on bridge problems.

Financial assistance is provided at rates varying from 20% to 80% for bridges from 6 m to 30 m in length. For bridges greater than 30 m in length, all construction and maintenance costs are borne by the department.

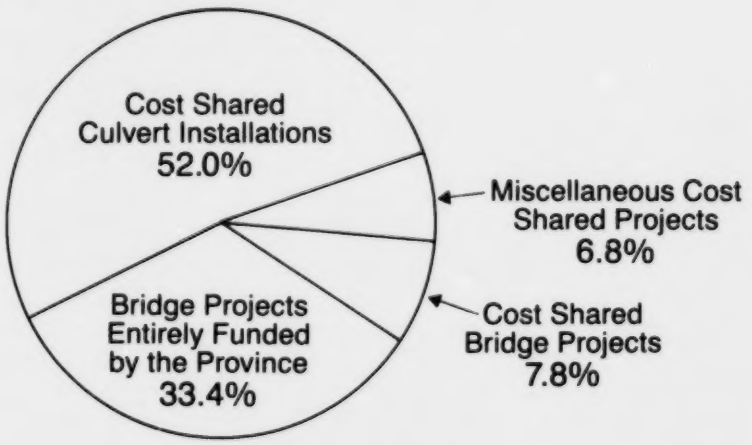
During the 1988-89 fiscal year, project expenditures totalled 1.5 million. Financial assistance was provided to 77 rural municipalities on 133 projects. As in the past, priority was given to bridge projects on designated roads, such as primary grid, grid and main farm access, because of the greater traffic volumes and to co-ordinate the bridge construction with the new road construction. However, approximately 25% of the total expenditures were made for projects on local municipal roads. Approximately 33% of the total expenditures were made on larger bridge projects with the department paying 100% of the costs for these projects.

Under the direction of the Bridge Services Branch, construction and repair for the majority of municipal bridges was carried out by the bridge construction crews of Saskatchewan Highways. Culvert installations were carried out either with municipal equipment or by road construction contractors under the supervision of district staff.

Because of the present economic advantage, the use of corrugated steel culverts in lieu of bridges continued to be a popular choice, particularly in view of the availability of helical corrugated steel culverts.

During the 1988-89 fiscal year, 125 bridge inspections were carried out by the branch, with corresponding reports and recommendations being forwarded to the municipalities. In addition to the design of new drainage structures, work also included making construction and repair arrangements. Design and construction arrangements were also provided for 2 projects undertaken by the Saskatchewan Water Corporation.

Bridge Program Expenditures 1988-89



Summary of Bridge Program (1988-89)

Construction — Large Bridges (100% Funded)

Rural Municipality	Location	Description
Reno No. 51	On a grid road, south of Consul, over the Battle Creek.	3 spans, 39 m long, concrete and timber.
Sliding Hills No. 273	On a main farm access road, east of Canora, over the Whitesand River.	3 spans, 45 m long, concrete and steel.

Total – 2 Large Bridges (Over 30 m)

Construction — Standard Pile Bridges

Spans and Total Length	No. of Projects
1 span, 12 metres	1
Total – Standard Pile Bridges	1

Construction — Large Corrugated Steel Culverts

Culvert Diameter	No. of Projects
1600 mm	5
1800 mm	16
2000 mm	4
2200 mm	6
2400 mm	5
2700 mm	9
3000 mm	8
4300 mm	1
Total – Large Culverts	54

Bridge Maintenance Projects

Total Length	No. of Projects
6 metres	14
12 metres	5
18 metres	13
21 metres	1
24 metres	5
26 metres	1
36 metres	2
40 metres	1
43 metres	1
46 metres	1
49 metres	1
52 metres	1
Total – Repair Projects	46

Miscellaneous Bridge Projects

Description	No. of Projects
Low Level Crossings	9
Erosion Protection	2
Demolish Abandoned Bridges	1
Site Surveys	6
Channel Improvements	11
Ice Protection at Culverts	1
Consultant Study	1
Total Miscellaneous Projects	31

Ferry Services

Thirteen cable ferries were in operation during the 1988-89 ferry season, nine on the South Saskatchewan River, three on the North Saskatchewan River and one on the Saskatchewan River.

Ferry service commenced on the South Saskatchewan River at the Estuary Ferry crossing on April 8 and on the North Saskatchewan River at the Paynton Ferry crossing on April 21. Riverhurst Ferry operates across Lake Diefenbaker. It commenced service on April 18 and continued until December 22. The Cumberland House Ferry crossing, located on the Saskatchewan River, commenced service on April 28 and continued until November 17.

The private sector was contracted during the year to carry out all necessary construction and maintenance for ferry operations. During the second year of a pilot project, the department provided a grant to partially fund the private operation of the ferry on the South Saskatchewan River, near Fenton.

The total cost of operations, maintenance and improvements ending March 31, 1989 was $1,167,543.

Ferries in Operation — Fiscal Year 1988-89

	Sec.	Twp.	Rge.	Mer.
South Saskatchewan River:				
Estuary	11	23	28	3
Lemsford	10	24	23	3
Lancer	28	23	21	3
Riverhurst	32	22	7	3
Clarkboro	1	39	4	3
Hague	31	41	2	3
St. Laurent	16	44	1	3
Weldon	33	48	22	2
Fenton	5	47	25	2
North Saskatchewan River:				
Paynton	2	47	20	3
Wingard	7	46	3	3
Cecil	22	49	24	2
Saskatchewan River:				
Cumberland House	Lat. 53°55′		Long. 102°16′	

Periods of Ferry Services — 1988

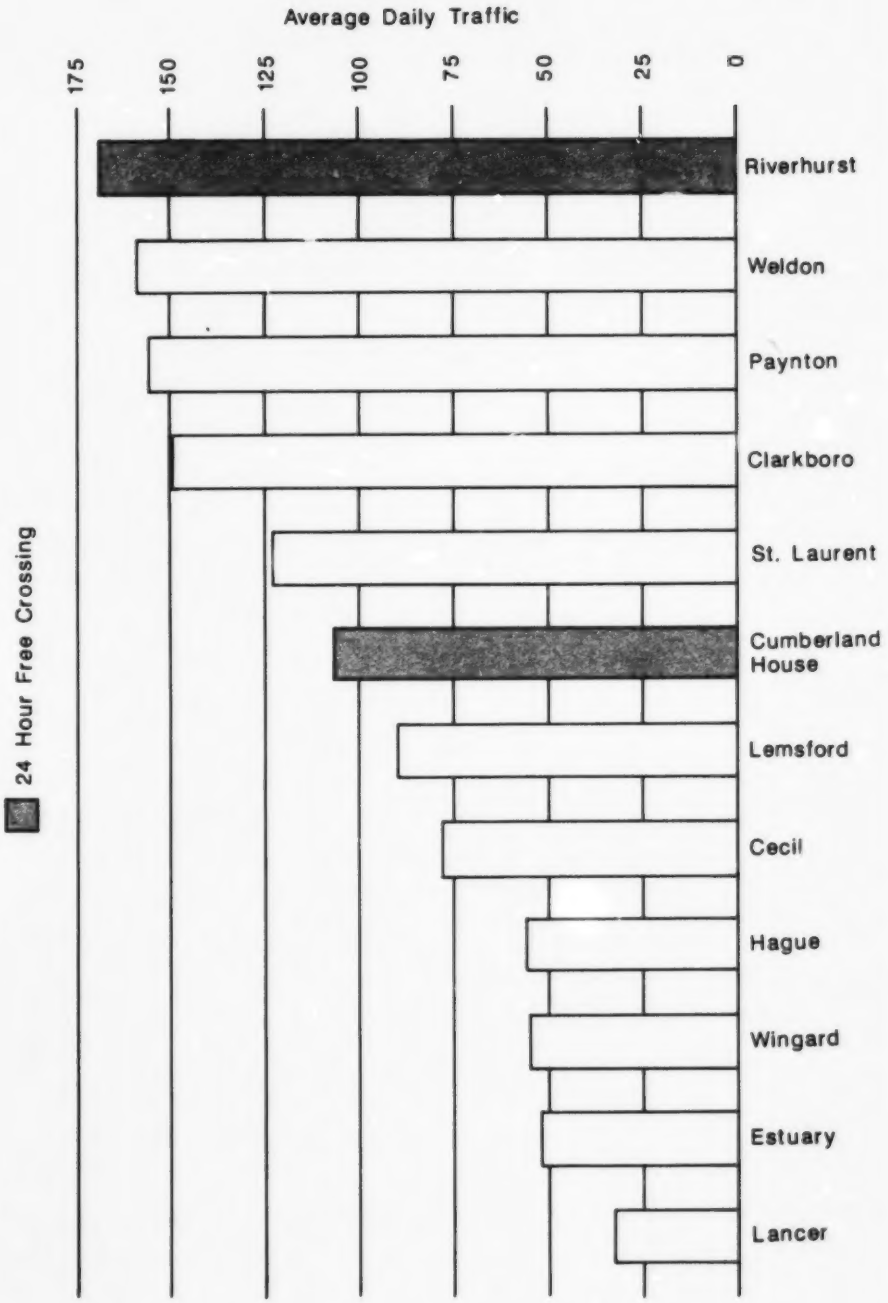
Ferry	Service Commenced	Service Suspended	Days Not Operating
South Saskatchewan River:			
Estuary	April 8, 1988	November 11, 1988	0
Lemsford	April 9, 1988	November 11, 1988	0
Lancer	April 16, 1988	November 12, 1988	0
Riverhurst	April 18, 1988	December 22, 1988	1
Clarkboro*	April 20, 1988	November 12, 1988	3
Hague*	April 25, 1988	November 13, 1988	4
St. Laurent	April 26, 1988	November 16, 1988	4
Weldon	May 2, 1988	October 26, 1988	0
Fenton	April 26, 1988	October 26, 1988	1
North Saskatchewan River:			
Wingard	April 21, 1988	October 27, 1988	0
Cecil*	April 22, 1988	October 27, 1988	1
Paynton*	April 21, 1988	November 13, 1988	1
Saskatchewan River:			
Cumberland House	April 28, 1988	November 17, 1988	0

*** Interruption in service was due to low water levels and sand bars.**

Ferry Traffic 1988-89

Ferry Name	Number of Cars	Number of ½-Ton Trucks	Number of Trucks	Number of Buses	Number of Tractors	Number of Self-Propelled Machinery	Total Number of Vehicles
Hague	4,863	6,028	435	0	238	513	12,077
Clarkboro	14,530	14,457	1,112	31	165	99	30,394
St. Laurent	13,941	8,847	689	1,077	83	80	24,717
Wingard	4,945	5,185	829	67	179	199	11,404
Paynton	9,616	11,779	10,504	31	132	111	32,173
Riverhurst	20,882	16,933	3,874	33	97	29	41,848
Lancer	2,416	4,132	276	10	33	4	6,871
Cecil	4,791	7,870	1,357	21	428	138	14,605
Lemsford	8,040	10,334	831	56	125	159	19,545
Estuary	2,932	6,980	937	0	384	59	11,292
Weldon	11,359	13,832	2,020	25	892	249	28,377
Cumberland House	7,078	13,283	1,094	199	135	104	21,893
Fenton	1,425	1,682	259	0	103	31	3,500
Total	**106,818**	**121,342**	**24,217**	**1,550**	**2,994**	**1,775**	**258,696**

Average Daily Traffic for Ferry Crossings 1988



Road Services

The Road Services Branch consists of a Director and Assistant Director located in Regina, with six district offices located throughout the province. The Regina office supervises the six districts and provides advice and guidance on technical and administrative matters. The Regina office also establishes and interprets branch policies and standards.

The Road Services provides technical and financial assistance to municipalities for the construction, oil surfacing and maintenance of designated roads according to program eligibility.

The designated road programs administered by the branch include the following:

Grid Roads

— this program, consisting of an all-weather road system of interconnecting municipal roads, initially began in 1956 with 19,000 km and later expanded to 26,000 km. In 1987 the grid road system was redesignated through road rationalization and is currently comprised of approximately 13,100 km.

Primary Grid Roads

— this program began officially in 1977, and consists of 8,600 km of the most heavily travelled rural roads. Construction and reconstruction assistance is available for all primary grid roads. Approximately 3,000 km of these roads are also eligible for assistance for oil surfacing.

Main Farm Access Roads

— this program of 29,500 km began in 1967 as a secondary grid system to provide all-weather access roads to as many farm sites as possible. Currently, approximately 24,900 km have been constructed to standard.

Special Roads

— through the 1987 Road Rationalization Study, several road programs were combined and designated under the Special Roads Program. These include the former Regional Park, Resort, Oil and Industrial Access, and Indian Reserve Access Road Programs. There are approximately 2,400 km of Special Roads eligible for construction and reconstruction. Approximately 340 km of these roads are also eligible for oil surfacing assistance.

Indian Reserve Roads

— this program involves designated roads on Indian reserves. Construction costs are shared between the federal and provincial governments.

Road services program delivery and engineering services are available through six district offices located in North Battleford, Saskatoon, Prince Albert, Yorkton, Weyburn and Swift Current.

Design and Engineering

The district engineering staff of the department carried out alignment surveys, drainage, special and related construction surveys in 213 rural municipalities, 7 urban municipalities and 8 Indian reserves. Complete road designs and construction engineering were provided on 24.3 km in 12 rural municipalities. Surfacing design and construction engineering was also provided for 0.7 km in one municipality.

A total of 1,485.8 km of road designs were submitted by consulting engineers to district offices for checking and approval by our staff.

Surfacing designs for 68.4 km were also reviewed and approved, including 33.4 km of pavement under the Heavy Haul — High Volume Road Program.

Department staff also provided contract and construction engineering services to 7 rural municipalities and one urban municipality for seal coating of 67.5 km of surfaced roads.

Preliminary inspection and design, construction supervision and calculation of final quantities for large diameter culvert installations were provided by Road Services district staff for 52 sites in 48 rural municipalities. In addition, supervision for construction of two low level crossings and one culvert drop structure was also provided.

Inspection Services

Construction inspections, final inspections and approvals were carried out by Road Services district staff for approximately 1,700 km of construction and reconstruction and 70 km of surfacing in 227 rural municipalities, 10 urban municipalities and 5 Indian reserves.

Oil surface maintenance inspections and recommendations were provided for approximately 1,220 km of surfaced roads in 99 rural municipalities and 53 urban municipalities.

Under the designated road maintenance program, maintenance and signing inspections were carried out on 43,400 km in 299 rural municipalities, 255 urban municipalities and 52 Indian reserves. Maintenance reports and signing maps were prepared to assist each municipality.

Review and Payment of Accounts

Accounts for road construction, surfacing, surfacing maintenance and gravel completions on 5,526 km of designated roads in 291 rural municipalities and 49 urban municipalities were reviewed and approved for payment by branch staff. The total value of construction accounts paid in 1988 was $20,542,364.

Regravel accounts for regravelling of 20,495 km of designated roads in 285 rural municipalities and 10 urban municipalities were also reviewed and approved for payment by Road Services staff. Grants for regravelling totalled $2,997,788.

Construction

During this season, 207 rural municipalities, 7 urban municipalities and 4 Indian reserves constructed a total of 1,330.7 equivalent kilometres of designated roads. This total is made up of 335.7 km of Primary Grid, 839.7 km of Main Farm Access, 75.1 km of Grid and 80.2 km of Special Roads.

The excavation price of projects tendered in 1988 varied from a low of 66¢/m^3 in the Weyburn and Saskatoon districts to a high of $1.15/$m^3$ in the Prince Albert district, with a provincial average of 83¢/m^3. The average cost of construction on roads built to Main Farm Access standard was $17,700/km and the average cost of construction for Primary Grid roads was $21,800/km.

The average cost of construction contracts tendered in 1988 amounted to $78,800 per contract.

Total construction during 1988 in all programs increased to 1,700 km from 1,425 km the previous year.

Reconstruction

During the 1988 season, 88 rural municipalities, three urban municipalities and one Indian reserve reconstructed the equivalent of 377.5 km of the designated road system. This reconstruction is made up of 295.1 km of Grid, 61.5 km of Main Farm Access, and 20.9 km of Special Roads. The number of kilometres reconstructed continues to increase each year.

Heavy Haul and High Volume Road Program

Effective, June 1985, the Heavy haul and High Volume Road Program was introduced to service industries in rural municipalities. During the year, 69.4 km were constructed and 33.3 km surfaced under this program. Municipalities in four districts participated in the program in 1988.

Participation was high again in the North Battleford district where seven rural municipalities graded 33.7 km under the Heavy Haul — High Volume Program. In the Saskatoon district, five rural municipalities participated, grading 25.0 km. In each of the Weyburn and Saskatoon districts 16.3 km of Heavy Haul paving was done.

In 1988 the average cost of grading under the Heavy Haul — High Volume Road Program was $32,700/km and the average cost of paving was $76,200/km.

Oil Surfacing

69.3 km of oil surfacing were completed under the Primary Grid and Special Roads Programs. 11 rural municipalities participated in the two programs.

The cost of all oil surfacing in 1988 averaged $31,700/km.

Regravel Program

In 1986 the department introduced a program to assist municipalities on the cost of regravelling the designated road systems. The department pays 50% of the cost to apply up to 100 yd^3 of gravel per mile on all constructed designated roads.

In 1988, 285 rural municipalities and 10 urban municipalities participated, regravelling 20,495 km of designated roads at a total cost of $5,995,576.

Oil Surfacing Maintenance

In 1988, 99 rural municipalities and 65 urban municipalities were eligible to receive oil surfacing maintenance assistance on roads surfaced under the Primary Grid or Special Roads Programs. 50% assistance was paid to 70 rural municipalities and 32 urban municipalities on a total expenditure of $1,894,946 for oil surfacing maintenance.

Regular Maintenance

In 1988, 793.2 km of road was eligible to receive maintenance assistance of $180/km. 2,717.9 km were eligible to receive $130/km and 19,487.3 km were eligible to receive $90/km for maintenance on constructed roads in the Grid, Primary Grid, and Special Road Programs. In addition, 23,973.6 km of Main Farm Access road were eligible to receive $60/km for maintenance assistance. The department paid a total of $3,638,416 in road maintenance grants to municipalities.

All 299 rural municipalities were eligible for assistance under the above maintenance programs. As well, 255 cities, towns and villages were eligible for maintenance assistance on 260 km under the same road programs.

Roads on Indian Reserves

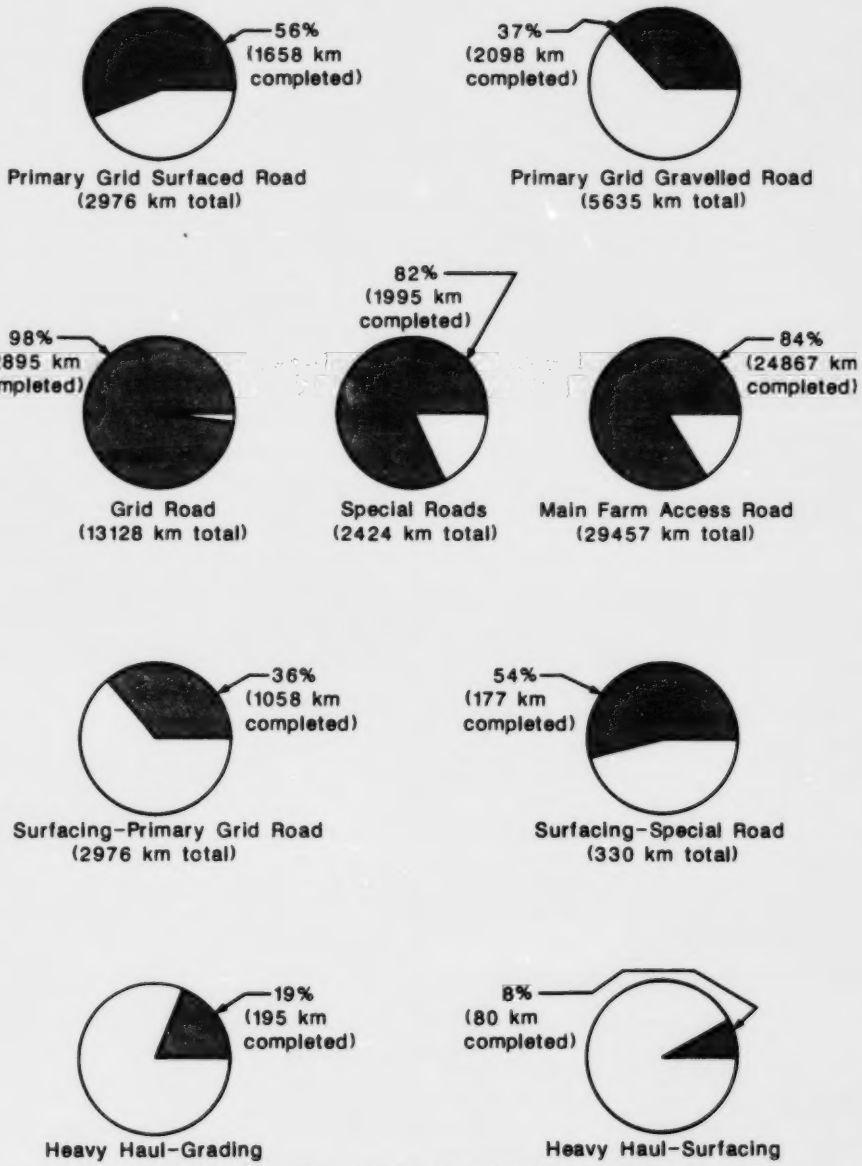
The department assisted on the construction of 0.4 km of Primary Grid, 3.3 km of Grid and 11.5 km of Main Farm Access road construction on 5 Indian reserves in 1988.

In 1988, 52 Indian reserves were eligible to receive regular maintenance assistance on 388.2 km of Primary Grid, Grid and Special Roads.

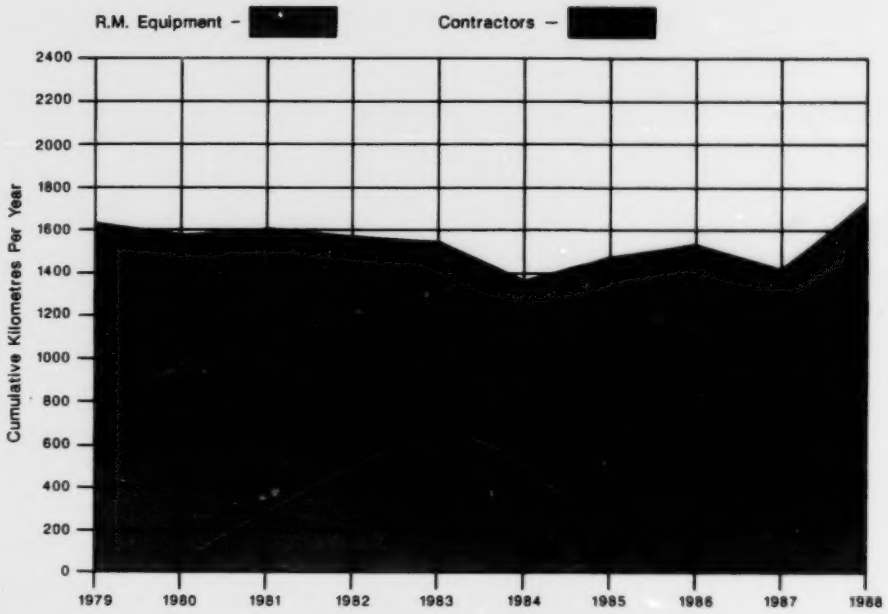
Completion Status of Designated Road Programs

Completion Status of Designated Road Programs to the year ending March 31, 1989

Percentage Completed –


56% (1658 km completed)
Primary Grid Surfaced Road (2976 km total)
37% (2098 km completed)
Primary Grid Gravelled Road (5635 km total)
98% (12895 km completed)
Grid Road (13128 km total)
82% (1995 km completed)
Special Roads (2424 km total)
84% (24867 km completed)
Main Farm Access Road (29457 km total)
36% (1058 km completed)
Surfacing–Primary Grid Road (2976 km total)
54% (177 km completed)
Surfacing–Special Road (330 km total)
19% (195 km completed)
Heavy Haul–Grading
8% (80 km completed)
Heavy Haul–Surfacing
Heavy Haul–High Volume Road (1036 km total)

Annual Construction — All Programs



Construction in the Year Ending March 31, 1988

Road Program		Grading and Gravelling (km) 100% Complete	Grading and Gravelling (km) Partial Construction (Equiv. km)
Primary Grid Surfaced	34 R.M.s	19.4	72.0
Primary Grid Surfaced (Urban)	5 R.M.s		
Primary Grid Surfaced — Indian Reserve	5 Towns	2.3	0.1
	1 R.M.		
	1 I.R.	0.0	0.4
Primary Grid Gravel	70 R.M.s	15.1	226.4
Grid	14 R.M.s	6.3	38.7
Grid (Urban)	1 R.M.		
	1 Town	0.5	0.0
Grid — Indian Reserve	1 R.M.		
	1 I.R.	0.0	3.3
Special	26 R.M.s	17.2	63.0
Main Farm Access	159 R.M.s	53.9	769.7
Main Farm Access (Urban)	7 R.M.s		
	7 Towns	4.3	0.3
Main Farm Access — Indian Reserve	1 R.M.		
	1 I.R.	0.0	11.5
Total		**119.0**	**1,185.4**

Total Construction to March 31, 1988

Road Program		Grading and Gravelling (km) 100% Complete	Partial Construction (Equiv. km)	Constructed km Remaining In System
Primary Grid Surfaced	157 R.M.s	1,579.4	148.6	1,622.0
Primary Grid Surfaced (Urban)	56 R.M.s 68 Towns	46.2	0.0	66.6
Primary Grid Surfaced — Indian Reserve	8 R.M.s 9 I.R.s	31.9	4.0	53.0
Primary Grid Gravel	223 R.M.s	1,889.0	377.6	2,068.6
Primary Grid Gravel (Urban)	32 R.M.s 34 Towns	11.4	0.0	26.6
Primary Grid Gravel — Indian Reserve	6 R.M.s 7 I.R.s	28.9	0.0	52.5
Grid	289 R.M.s	12,518.5	71.8	12,618.0
Grid (Urban)	78 R.M.s 89 Towns/ Villages	60.2	0.0	61.0
Grid — Indian Reserve	23 R.M.s 32 I.R.s	271.3	3.3	276.8
Special Surfacing	63 R.M.s	257.4	8.9	305.9
Special Surfacing (Urban)	13 R.M.s 13 Towns/ Villages	9.2	0.0	10.5
Special Gravel	133 R.M.s	1,606.9	84.0	1,687.7
Special Gravel (Urban)	13 R.M.s 14 Towns/ Villages	8.7	0.0	8.7
Special Gravel — Indian Reserve	1 R.M. 1 I.R.	1.1	0.0	1.1
Main Farm Access	298 R.M.s	23,539.3	1,090.0	24,735.8
Main Farm Access (Urban)	72 R.M.s 88 Towns/ Villages	83.4	3.6	87.0
Main Farm Access — Indian Reserve	21 R.M.s 25 I.R.s	119.2	11.5	130.7
Total		**42,062.0**	**1,803.3**	**43,812.50**

Reconstruction in the Year Ending March 31, 1988

Road Program		Grading and Gravelling (km) 100% Complete	Partial Construction (Equiv. km)
Primary Grid Surfaced	3 R.M.s	1.9	4.9
Grid	84 R.M.s	28.5	237.0
Grid (Urban)	4 R.M.s		
	4 Towns	0.4	1.2
Grid — Indian Reserve	2 R.M.s		
	3 I.R.s	11.8	4.5
Special Surfaced	2 R.M.s	0.0	2.0
Special Gravel	5 R.M.s	0.0	13.1
Main Farm Access (Urban)	29 R.M.s	1.0	71.2
Total		**43.6**	**333.9**

Total Reconstruction to March 31, 1989

Road Program		Grading and Gravelling (km) 100% Complete	Partial Construction (Equiv. km)
Primary Grid Surfaced	5 R.M.s	11.9	4.9
Primary Grid Surfaced (Urban)	2 R.M.s		
	2 Towns	0.6	0.0
Primary Grid Gravel	10 R.M.s	28.6	0.0
Grid	189 R.M.s	1,629.7	237.0
Grid Urban	17 R.M.s		
	18 Towns	10.5	1.2
Grid Indian Reserve	5 R.M.s		
	7 I.R.s	47.2	4.5
Special	33 R.M.s	123.5	15.1
Main Farm Access	92 R.M.s	347.3	71.2
Main Farm Access (Urban)	1 R.M.		
	1 Town	0.5	0.0
Total		**2,199.8**	**333.9**

Kilometres Oil Surfaced in Year Ending March 31, 1989*

Road Program		100%	Equiv.
Primary Grid	9 R.M.s	60.2	2.0
	4 Towns	3.0	0.0
Special	1 R.M.	0.0	4.1
Total		**63.2**	**6.1**

* Includes Resurfacing

Total Kilometres Oil Surfaced to March 31, 1989

Road Program		100%	Equiv.	Oil Surfaced km Remaining in System
Primary Grid Surfaced	73 R.M.s	940.7	0.0	1,058.4
Primary Grid Surfaced (Urban)	44 R.M.s			
	49 Towns	44.7	0.0	50.3
Primary Grid Gravel	4 R.M.s	9.8	0.0	9.8
Primary Grid Gravel (Urban)	8 R.M.s			
	8 Towns	3.2	0.0	4.4
Grid	25 R.M.s	159.5	0.0	190.8
Grid (Urban)	16 R.M.s			
	17 Towns	11.7	0.0	11.9
Special	58 R.M.s	190.1	0.0	177.3
Special (Urban)	16 R.M.s			
	16 Towns	9.6	0.0	10.9
Main Farm Access	15 R.M.s	31.0	0.0	109.8
Main Farm Access (Urban)	7 R.M.s			
	7 Towns	3.9	0.0	5.1
Total		**1,404.2**	**0.0**	**1,628.7**

Total Kilometres Resurfaced to March 31, 1989

Road Program		100%	Equiv.	Resurfaced km Remaining in System
Primary Grid	1 R.M.	9.1	0.0	9.1
Primary Grid (Urban)	3 R.M.s			
	3 Towns	2.5	0.0	2.5
Special	4 R.M.s	11.5	0.0	11.5
Total		**23.1**	**0.0**	**23.1**

Heavy Haul and High Volume Road Program Reconstruction in the Year Ending March 31, 1989

Road Program		Grading (km) 100% Complete	Partial Construction (Equiv. km)
Heavy Haul and High Volume	18 R.M.s	28.7	40.7

Heavy Haul and High Volume Road Program Total Reconstruction to March 31, 1989

Road Program		Grading (km) 100% Complete	Partial Construction (Equiv. km)
Heavy Haul and High Volume	26 R.M.s 2 Towns	132.6	75.2

Heavy Haul and High Volume Road Program Kilometres Surfaced in Year Ending March 31, 1989

Road Program		100%	Equiv.
Heavy Haul and High Volume	5 R.M.s	24.7	7.9
	1 Town	0.7	0.0
Total		**25.4**	**7.9**

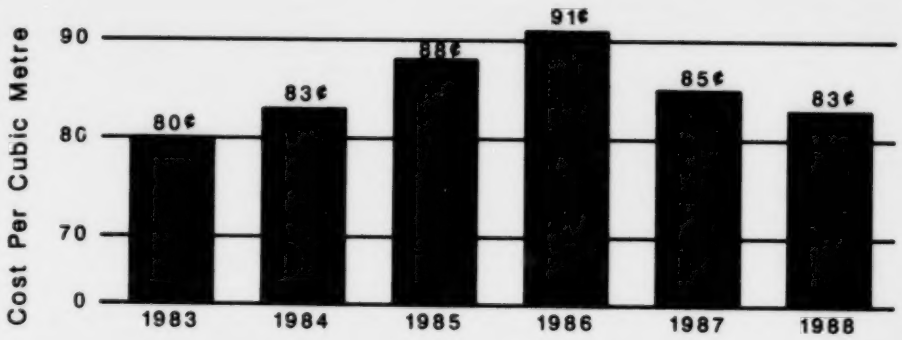
Heavy Haul and High Volume Road Program Total Kilometres Surfaced to March 31, 1989

Road Program		100%	Equiv.	Oil Surfaced km Remaining in System
Heavy Haul and High Volume	14 R.M.s 3 Towns	73.4	6.4	79.8

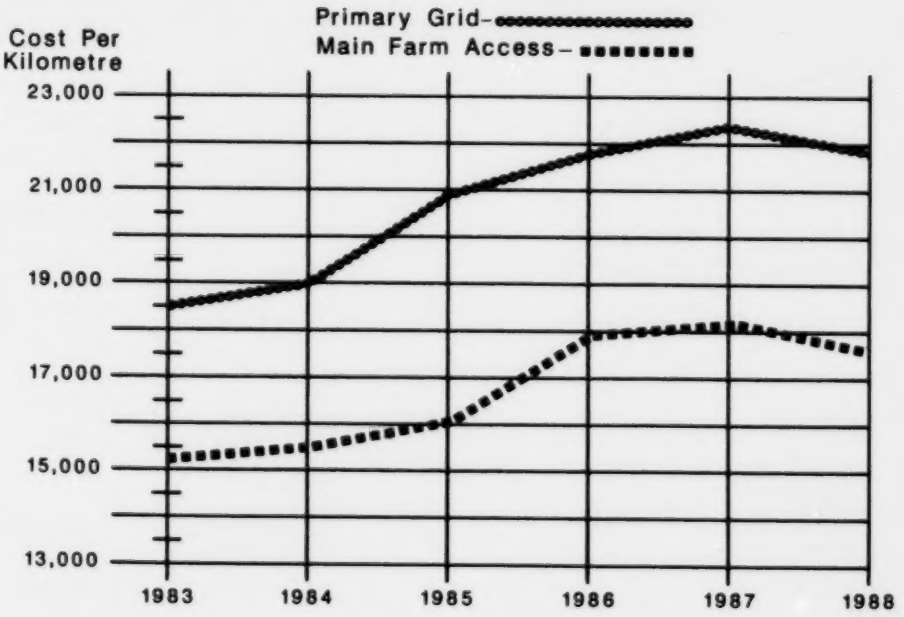
Summary of Road Statistics

Programs	Equivalent in System Constructed to March 31, 1989	Equivalent km Constructed in 1988-89	Estimated km Remaining to Construct March 31, 1989
Construction			
Primary Grid Surfaced	1,774.2	93.8	1,170.6
Primary Grid Gravel	2,278.0	241.5	3,283.9
Grid	12,679.0	45.5	148.6
Special	2,012.8	80.2	412.6
Main Farm Access	24,822.8	828.2	4,306.5
Subtotal	**43,566.8**	**1,289.2**	**9,322.2**
Grid/Indian Reserve	276.8	3.3	29.3
Main Farm Access/ Indian Reserve	130.7	11.5	201.7
Special/Indian Reserve	1.1	—	3.2
Primary Grid Surfaced/ Indian Reserve	31.9	0.4	26.8
Primary Grid Gravel/ Indian Reserve	28.9	—	20.8
Subtotal	**469.4**	**15.2**	**281.8**
Total	**44,036.20**	**1,304.4**	**9,604.0**
Reconstruction			
All Programs	2,533.7	377.5	N/A
Oil Surfacing			
Primary Grid Surfaced	1,108.7	53.6	1,836.1
Primary Grid Gravel	14.2	—	N/A
Grid	202.7	—	N/A
Special Surfaced	188.2	4.1	153.5
Main Farm Access	114.9	—	N/A
Total	**1,628.7**	**57.7**	**1,989.6**
Heavy Haul and High Volume			
Construction	195.4	69.4	840.5
Surfacing	79.8	32.6	956.1

Average Cost of Excavation (Tendered Contracts)



Average Annual Construction Costs



Rural Development 1988 Grant Structure for Designated Roads

Type of Road	Construction and Reconstruction	Oil Surfacing Assistance	Maintenance Assistance	Regravel Assistance
Primary Grid Surfaced	Varies from 70% to 90%. Basic road percentage rate for individual municipality, plus 30% for construction to full primary grid standards. Basic road percentage rate for individual municipality for construction to partial primary grid standards.	Same as under **Construction and Reconstruction**.	Same as under **Primary Grid Gravel**. 50% assistance for oil surface maintenance. Accounts required.	Same as under **Primary Grid Gravel**.
Primary Grid Gravel	Varies from 65% to 85%. Basic road percentage rate for individual municipality, plus 25% for construction to full primary grid standards. Basic road percentage rate for individual municipality for construction to partial primary grid standards. Basic road percentage rate is based on equalization grant formulae. Varies from 40% to 60%.	N/A	For subgrade and right-of-way maintenance: - Maximum of $90/km where traffic volume is 150 v.p.d. or less. - Maximum of $130/km where traffic volume exceeds 150 v.p.d. to a maximum of 250 v.p.d. - Maximum of $180/km where traffic volume exceeds 250 v.p.d. Maintenance grants paid on the basis of field reports. Accounts not required.	50% of actual costs for maximum application rate of 48 m^3/km. Accounts required.
Grid	Varies from 55% to 75%. Basic road percentage rate for individual municipality, plus 15%.	N/A	For subgrade and right-of-way maintenance, it is the same as **Primary Grid Gravel**.	Same as under **Primary Grid Gravel**.
Main Farm Access	Varies from 60% to 80%. Basic road percentage rate for individual municipality, plus 20%.	N/A	Maximum of $60/km. Maintenance grants paid on the basis of field reports. Accounts not required.	Same as under **Primary Grid Gravel**.
Special - **Resort** - **Regional Park** - **Industrial/Oil Access** - **Indian Reserve Access**	Varies from 65% to 85%. Basic road percentage rate for individual municipality, plus 25%.	Same as under **Construction and Reconstruction** where traffic volume exceeds 150 v.p.d.	For subgrade and right-of-way maintenance, it is the same as **Primary Grid Gravel**. 50% assistance for oil surface maintenance.	Same as under **Primary Grid Gravel**.
Heavy Haul – High Volume	Basic road percentage rate for individual municipality, plus 30% on incremental costs. Grant earned does not form part of construction allocation for designated roads.	Same as under **Construction and Reconstruction**.	For subgrade and right-of-way maintenance, these roads are eligible under the appropriate road designation. 50% assistance for oil surface maintenance.	Eligible under the appropriate road designation.

Rural Development 1988 Grant Structure for Designated Roads

Type of Road	Construction and Reconstruction	Oil Surfacing Assistance	Maintenance Assistance	Regravel Assistance
Bridges	(a) Bridges over 30.5 m in length: 100%. (b) Bridges 6 m to 24.4 m in length: Basic bridge percentage rate from 20% to 80%, determined from formula based on number of bridge units and assessment. e.g. 20% = assessment of $815,000/unit or greater. For bridges on designated roads, assistance at the higher of the basic bridge percentage rate or appropriate assistance rate applicable to designated road on which bridge is located. (c) Bridges 24.5 m to 30.5 m are eligible for extra construction assistance. (d) Grant earned does not form part of construction allocation for designated roads.	N/A	(a) Bridges over 30.5 m in length: 100%. (b) Bridges 6 m to 24.4 m in length: R.M. pays first $200. Assistance on balance of costs at basic bridge percentage rate. For bridges on designated roads, assistance at the higher of the basic bridge percentage rate or appropriate assistance rate applicable to designated road on which bridge is located. (c) Bridges 24.5 m to 30.5 m are eligible for extra maintenance assistance.	N/A
Towns and Villages	70% assistance for all designated roads, approved bridge projects, and for incremental costs on Heavy Haul – High Volume roads.	Same as under **Construction and Reconstruction** for primary grid surfaced and those special roads where traffic volume exceeds 150 v.p.d. Recommend towns and villages co-operate with R.M. for oil surface maintenance.	Same as under **Primary Grid Gravel**. Main farm access roads receive the same assistance as in rural municipalities.	Same as under **Primary Grid Gravel**.
Roads on Indian Reserves	Rural Development pays 100% of initial construction and gravel. Province reimbursed 80%. Applies to main farm access, primary grid surfaced, primary grid gravel, grid and special roads.	Same as under **Construction and Reconstruction** for primary grid surfaced and those special roads where traffic volume exceeds 150 v.p.d.	Maximum of $60/km divided between surfaced maintenance and right-of-way maintenance. Maximum of $70/km on designated locations where traffic volume exceeds 150 v.p.d. Maintenance grants paid on the basis of field reports. Accounts not required.	Same as under **Construction and Reconstruction**. Maximum of 140 m^3/km.

Transportation Planning

During the year under review, the Transportation Planning Branch was responsible for designating and co-ordinating road system planning for rural municipalities, conducting research into transportation issues, distribution of unconditional revenue sharing funds and provided research, technical and financial assistance to rural municipalities to reduce the social and economic loss due to municipal traffic accidents.

Road rationalization was successfully implemented in rural municipalities April 1, 1988 whereby road classifications and assistance rates were restructured to place greater emphasis in high volume municipal roads. Urban connectors were reviewed in 324 communities to ensure that the street classifications were co-ordinated with the rural road network. Designated roads were also co-ordinated in 57 Indian reserves.

Under branch supervision a computerized transportation data base for road approvals and statistics was conceptualized and designed by a consultant. The automated data base will provide timely information on 52,870 kilometres of designated road in 299 rural municipalities, 290 kilometres in 324 urban centres and 750 kilometres in 61 Indian reserves.

The Heavy Haul and High Volume Road Program initiated in June 1985, provides incremental funding to rural municipalities to upgrade roads which carry heavy truck or high volume traffic. Applications for 3,200 kilometres of Heavy Haul and High Volume road were received and 1,022 kilometres were approved for assistance to the end of the fiscal year.

To facilitate road planning, traffic studies were carried out on 5,000 kilometres of road by our staff. Vehicle classification studies were carried out at numerous locations to determine the level of truck traffic on the roads under study.

A long term traffic count was conducted at four grid road locations throughout the province to measure seasonal traffic variations on the rural road system.

Under branch supervision, consulting engineers conducted inventory in 74 rural municipalities to update road inventory and planning maps.

The rural road inventory provides an essential information base on existing roads and standards, farm homes, industries, resort developments, etc. that is required in planning and assessing the roadway needs in each rural municipality.

In addition, the road class information is one of the input factors in the calculation of the unconditional revenue sharing grant.

Under branch supervision, consulting engineers conducted traffic studies in 60 rural municipalities. The traffic data forms the basis for designating roadways eligible for provincial assistance, and road design standards. Eligible maintenance grants to rural municipalities are also based on traffic volumes.

The traffic data is in regular demand by various government agencies and rural municipalities which rely on the data to establish their construction and maintenance priorities.

The branch was responsible for setting up Timber Haul Road Maintenance agreements in seven rural municipalities whereby the Department of Rural Development pays 100% of the maintenance cost on the designated haul routes up to a maximum of 3.73¢/cord/km. The maintenance agreements compensate rural municipalities for overweight hauling of timber.

— Reviewed the road maintenance policy and recommended options for an enhanced maintenance program.

— Researched recognized costs included in the equalization grant formula and identified other expenditures for future consideration.

— Participated in a joint federal-provincial study entitled "A Methodology for Measuring the Impact of Rail Branch Line Abandonment on Provincial and Municipal Roads in Saskatchewan"

— Developed in conjunction with a consultant, a strategy for a computer transportation data base.

— Chaired an interdepartmental committee to review the policy regarding roads to resort areas and recommended several options.

Traffic Safety

An expanded Traffic Safety Program implemented in 1982 has been well received by the municipalities. This program provides assistance to rural municipalities for traffic safety countermeasures which include signing, clearing of sight triangles, centreline striping and intersection improvements. Since 1982, 155 rural municipalities participated in the program.

Through the "Traffic Accident Information System" this branch, in conjunction with the district office staff, is able to monitor and analyze municipal road traffic accidents to identify and correct roadway deficiencies.

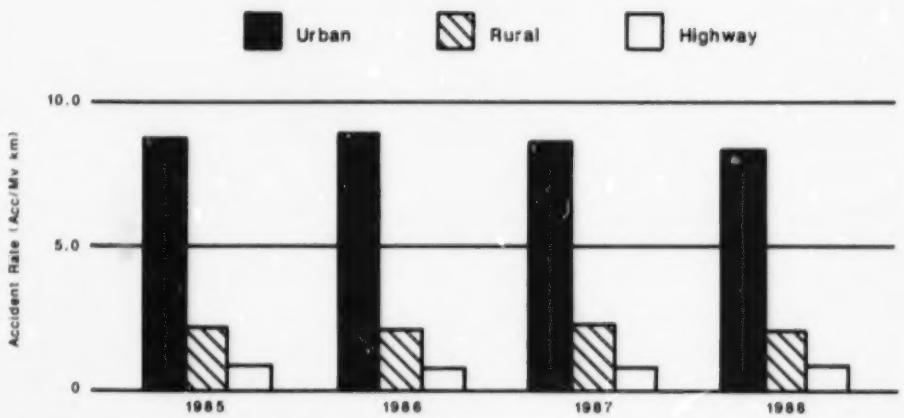
Throughout the year, a number of recommendations were made to rural municipalities for improvements of potentially hazardous locations.

Year end accident information is forwarded to rural municipalities. This information, enables rural municipalities to take corrective action and contribute to reducing the municipal accident rate and the economic loss. The economic loss due to property damage accidents was $12.2 million in 1988.

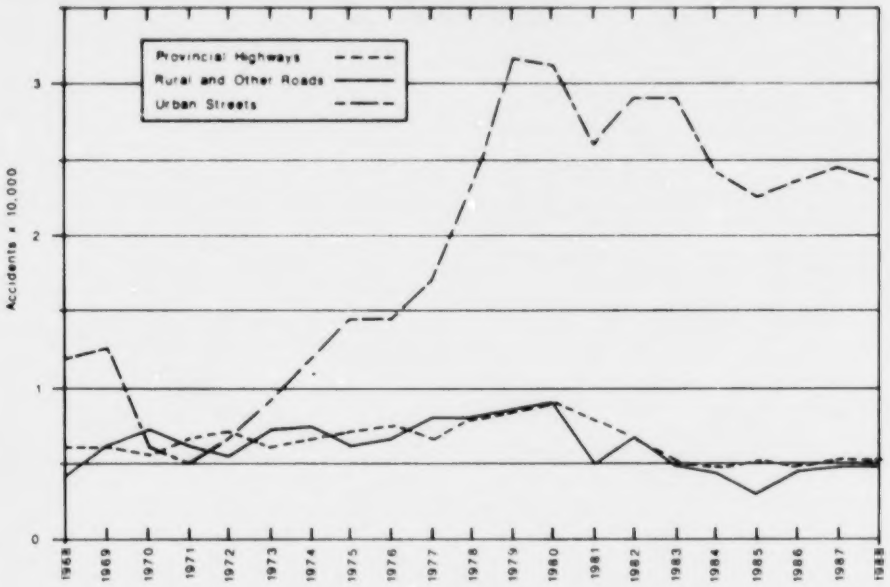
Fatalities were down by 18.4%, whereas injuries increased 2.3% from the previous year. Total accidents on the rural municipal roads were down by 0.6% over 1987.

Since 1982, there has been a trend to fewer accidents, fatalities and injuries on the municipal road system. These reductions can be partly attributed to the Traffic Safety Program.

Trends in Accident Rate by Road System



Trends in All Reported Accidents (1968-1988)



Number of Accidents by Road Systems

Year	1983	1984	1985	1986	1987	1988
Highways	5,561	4,877	5,061	4,872	5,150	5,370
Rural	4,753	4,025	4,071	3,834	4,180	4,157
Urban	28,921	23,208	23,117	24,063	24,341	23,918
Other	620	536	450	605	562	580
Total	**39,855**	**32,646**	**32,699**	**33,374**	**34,233**	**34,025**

Fatalities by Road System

Year	1983	1984	1985	1986	1987	1988
Highways	126	105	100	130	119	110
Rural	53	61	48	56	49	40
Urban	39	44	46	42	52	38
Other	17	11	20	17	16	12
Total	**235**	**221**	**214**	**245**	**236**	**200**

Injuries by Road System

Year	1983	1984	1985	1986	1987	1988
Highways	1,967	1,822	1,984	1,883	1,888	1,782
Rural	1,477	1,421	1,465	1,413	1,380	1,412
Urban	4,597	4,453	4,820	5,249	5,590	5,312
Other	221	208	196	284	277	234
Total	**8,262**	**7,904**	**8,465**	**8,829**	**9,135**	**8,740**

Rural Municipal Roads — 1988

Severity of Accidents by Month

Month	Number of Cases: Property Damage	Number of Cases: Personal Injury	Number of Cases: Fatal	Total	Number of Injured	Victims Killed	Single Vehicle Accidents	Motor-cycle Accidents	Bicycle Accidents	Pedestrian Accidents	Estimated Damage
Unknown	2	0	0	2	0	0	2	0	0	0	4,000
January	194	28	2	224	45	2	197	0	0	0	739,989
February	132	27	1	160	38	1	141	0	0	0	460,108
March	189	36	3	228	56	4	205	0	0	0	720,335
April	188	71	1	260	116	1	247	2	0	1	765,105
May	256	85	5	346	146	6	307	5	0	0	1,084,185
June	345	122	5	472	199	5	424	4	1	1	1,414,334
July	343	106	4	453	187	4	398	2	0	0	1,256,397
August	328	91	4	423	162	7	379	2	2	0	1,316,607
September	304	76	1	381	112	1	341	1	0	0	1,066,116
October	367	117	3	487	186	4	447	2	0	0	1,612,026
November	320	52	0	372	82	0	336	0	0	0	921,452
December	296	52	1	349	83	5	318	0	0	1	850,426
Total	**3,264**	**863**	**30**	**4,157**	**1,412**	**40**	**3,742**	**18**	**3**	**3**	**12,211,080**

Signing

The branch is responsible for developing and monitoring sign standards and specifications to ensure that municipal signing conforms to the Canadian standards. New signs, signing techniques and materials are evaluated and adopted for use on the municipal road system.

The branch participated on the Council on Uniform Traffic Control Devices for Canada and Technical and Research Committee. Membership includes various road agencies from across Canada with the objective of standardizing signing, signals and pavement markings.

Railway Crossing Signalization

During 1988-89, this branch co-ordinated the site inspections of two municipal road-railway crossing locations to determine the need for automatic signal protection. To date there are forty-four municipal road railway crossings that have automatic protection.

The installation of automatic signals is cost shared as follows:

— 80% federal government (National Transportation Agency)

— 12.5% rural municipality

— 7.5% railway company

Rural Development provides assistance on the municipalities share.

Maintenance costs for automatic signals are shared 50/50 between the railway company and the municipality. Rural Development provides assistance on the municipalities share.

Revenue Sharing

The branch was responsible for reviewing and updating the input into the equalization grant formula to ensure an equitable distribution of funds.

The branch determined the distribution of $16,480,993 unconditional revenue sharing funds to rural municipalities for the 1988-89 fiscal year.

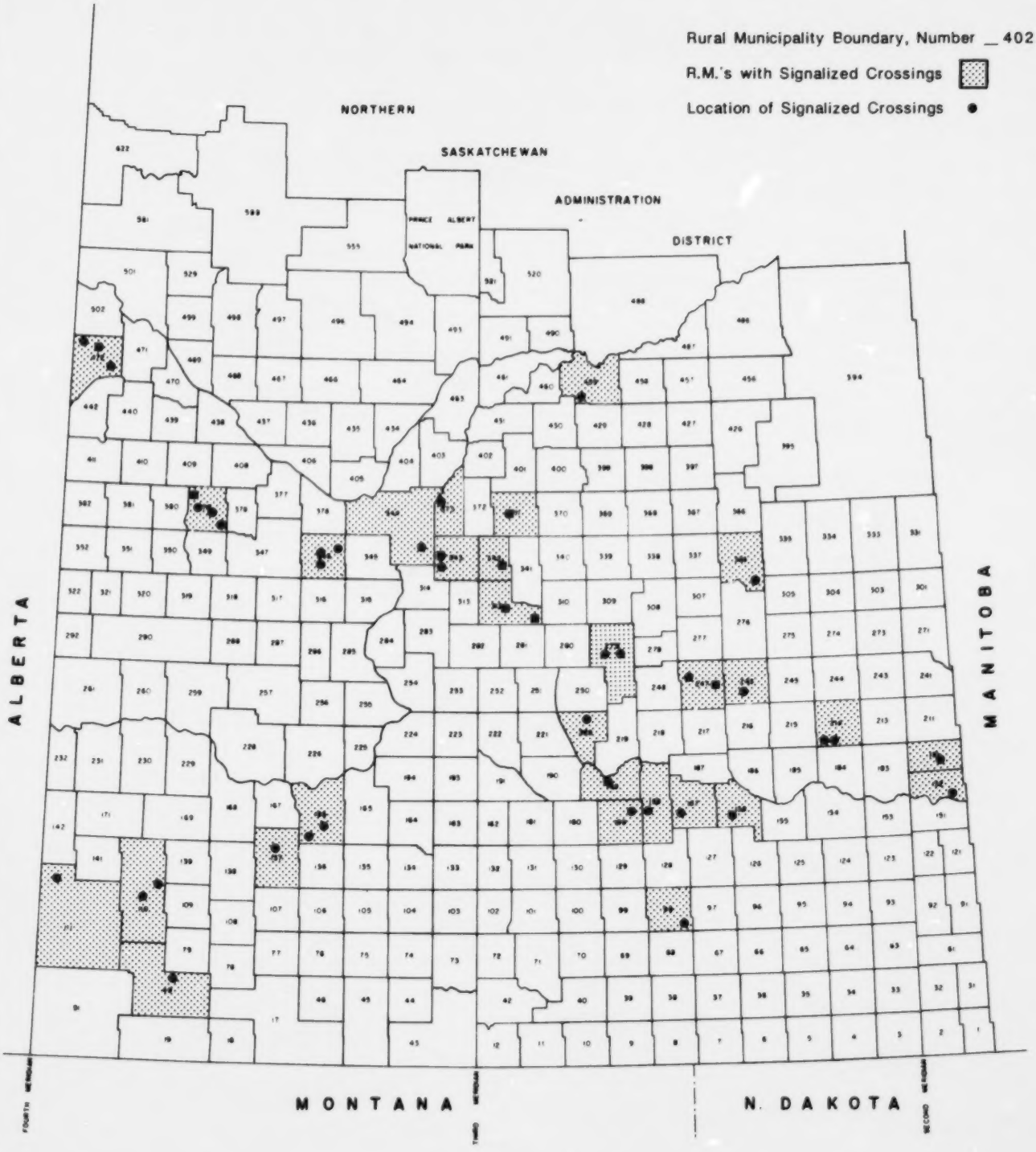
The branch also determined the Main Farm Access construction assistance rate for each rural municipality. This rate forms the basis of provincial assistance for all our road programs.

The branch was responsible for the distribution of organized hamlet grants. For the 1988-89 fiscal year $807,658 was allocated to 154 hamlets.

The grant consisted of a base amount and a per capita grant to assist small communities in providing services.

Saskatchewan Rural Municipalities

Signalized Railway Crossings on the Municipal Road System



REPORT: CV02R013-R04

Y.T.D. RENTAL REPORT

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Administrative Services

Administrative Services provided central support services to all branches of the Department in the areas of accounting, purchasing, budgeting, personnel, training, mail, space allocation, and government vehicle control.

Permanent Establishment (March 31, 1988)

	Regina	Regional	Total
Executive and General Administration	15	—	15
Municipal Finance and Advisory Services	7	1	8
Transportation Planning	3	—	3
Road Services	4	34	38
Bridge Services	6	—	6
Drafting Services	4	—	4
Community Planning and Development	10	10	20
Extension Service	9	122	131
Lands Branch	52	40	92
Rural Service	7	—	7
Total	**117**	**207**	**324**

Expenditures

Program Services:	**1988-89**		**1987-88**	
Administration	965,567		994,866	
Ferry Services	1,167,543		1,162,696	
Transportation Planning	246,341		222,882	
Municipal Finance and Advisory Services	349,072		257,691	
Community Planning	663,531		699,900	
Road Services	1,830,075		1,905,556	
Bridge Services	210,349		236,441	
Drafting Services	176,420		157,822	
Rural Community Development	456,732		318,357	
Saskatchewan Property Management Corporation	1,601,457		398,012	
Members of the Executive Council	44,805		29,794	
Grants to Community Economic Development	187,800		132,105	
Extension Service	4,763,507*		—	
Lands Branch	5,795,920*		—	
Rural Service Centres	959,931*		—	
Sub Total	19,419,050	28%	6,516,122	12%
Grants:				
Rural Revenue Sharing	47,783,369		47,630,063	
Rural Development Corporations	—		190,000	
Indian Reserve Roads	11,581		20,905	
Other Rural Organizations	17,050		21,032	
Assist. General Agricultural Purposes	699,939		—	
4-H Program	227,792		—	
In Lieu of Taxes — Crown Land	868,311		—	
Sub Total	49,608,042	72%	47,862,000	88%
Department Total	69,027,092	100%	54,378,122	100%

** effective August 1, 1988*

Communication Services

Communication Services was conceptualized during the year under review.

The unit communicates programs, policies and accomplishments consistent with the department's mission.

Communications also provides a series of publications for both internal and external users. This ensures Rural Development's external users are informed about department services and purposes.

Drafting Services

Drafting Services provides drafting, graphics and technical support services to all branches and districts of Rural Development. The branch also provides an extensive map library distribution centre with sales to public and private sector.

During 1988-89 branch activity included:

- Initiation of 299 new designated road project maps and revisions to approximately 2,500 others as a result of road rationalization.
- Update 299 designated road project maps with 1303.9 km of new construction.
- Revisions of 73 rural inventory maps to show current information regarding road standards, farm residences, urban centres, lakes, rivers and railways in each rural municipality.
- Compiled new zoning and plan maps for 3 R.M.s indicating land use criteria. Amendments were made to existing maps for 5 R.M.s.
- Compiled plans for 3 new organized Hamlets.
- Prepared railway abandonment plans for various locations.

Systems Services

The Systems Services unit was established in the year under review to support the development of the Rural Service Network and to advance the department's information technology management. Systems Services co-ordinates and provides services required to meet the information technology requirements of the department. This includes computer support services in the areas of technology planning, acquisition of hardware and software, application development, user training and support, project management and maintenance agreements.

Municipal Finance and Advisory Services

The main function of Municipal Finance and Advisory Services is to provide consultative and review services to elected and appointed rural municipal officials in all aspects of municipal law, administration and accounting.

These services are provided by mail, telephone and during periodic visits to municipal offices, during which time municipal records are inspected. Specific problems and alleged improper conduct of municipal operations are investigated. A report on each visit is subsequently prepared for submission to the Minister of Rural Development and to the reeve of the rural municipality. The report indicates any deficiencies and recommends remedial procedures to improve municipal administration.

During the year detailed reviews of the records maintained by 25 municipal administrators applying for a Class "A" or Superior "A" Certificate of Qualification were conducted for the Board of Examiners. Members of the branch also conducted 52 routine reviews of municipal records and made 87 advisory calls at municipal offices. Twenty-three special interviews were conducted with municipal officials and 10 council meetings were attended. Staff members expended 54 days attending conventions of the S.A.R.M. and the R.M.A.A. Municipal bylaws and tax cancellations submitted for Ministerial approval were processed and fidelity bonds for all rural municipal treasurers were monitored.

Where rural municipalities are unable to obtain the services of qualified administrators, the branch reviews each application and makes recommendations concerning the issue of permits to those rural municipalities employing unqualified persons as administrators.

Annual financial statements, submitted by municipal auditors, and other financial reports for all 299 rural municipalities are monitored to evaluate financial strength, identify statutory and administrative deficiencies and determine where assistance is required to ensure adequate financing of municipal programs. Information obtained from these sources is compiled for report to Statistics Canada.

The following statistical schedules have been prepared from the information contained in the financial statements of rural municipalities.

Consolidated Balance Sheet (In Dollars) Rural Municipalities of Saskatchewan

Assets	**1987**	**1986**	**1982**
Cash	57,467,040	52,384,213	36,041,859
Receivable	61,491,831	58,469,060	34,138,989
Investments	5,344,367	2,857,397	1,704,323
Loans and Advances	566,645	252,308	12,219,048
Tangible Assets	179,811,894	169,298,410	123,584,889
Other Assets	6,893,687	6,407,956	4,256,408
Fund Deficit	4,248	162,275	314,715
Total	**311,579,712**	**289,831,619**	**212,260,231**

Liabilities and Surplus	**1987**	**1986**	**1982**
Short Term Borrowings	4,392,692	4,263,210	6,914,160
Payables	7,227,852	8,375,741	7,403,851
Other Liabilities	19,204,759	17,590,661	5,979,658
Long Term Debt	4,309,757	3,835,858	15,232,832
Assets Valuation Allowances	3,088,192	2,874,287	2,842,598
Reserves	21,378,428	18,471,744	7,269,543
Equity	251,978,032	234,420,118	166,617,589
Total	**311,579,712**	**289,831,619**	**212,260,231**

Assets and Liabilities

The liquid financial position, which indicates the ability to meet current financial obligations of the revenue fund, was strengthened during the year. 247 rural municipalities had an operating surplus for the year and the operating of 52 rural municipalities resulted in a deficit. Reserves and surpluses continue to be maintained at an adequate level.

Saskatchewan Rural Development appreciates the continued co-operation and assistance received from local authorities, including the appointed municipal administrators, in dealing with municipal problems and supplying information for this segment of the annual report.

Financial Statistics (In Dollars)
Rural Municipalities of Saskatchewan

Statement of Revenue

	1987	1986	1982
Taxes	98,251,706	98,594,169	80,176,880
Grants-In-Lieu of Taxes	2,042,244	2,054,322	1,641,333
Services to Other Governments	123,007	87,642	77,415
Sales of Services	2,786,011	2,452,697	2,054,831
Other Revenues from Own Sources	7,993,379	7,709,398	6,622,348
Unconditional Grants	17,383,608	17,414,878	15,001,360
Conditional Grants	35,195,365	41,179,232	27,194,209
Other Transactions	4,920,368	5,697,404	4,214,988
Total	**168,695,688**	**175,189,742**	**136,983,364**

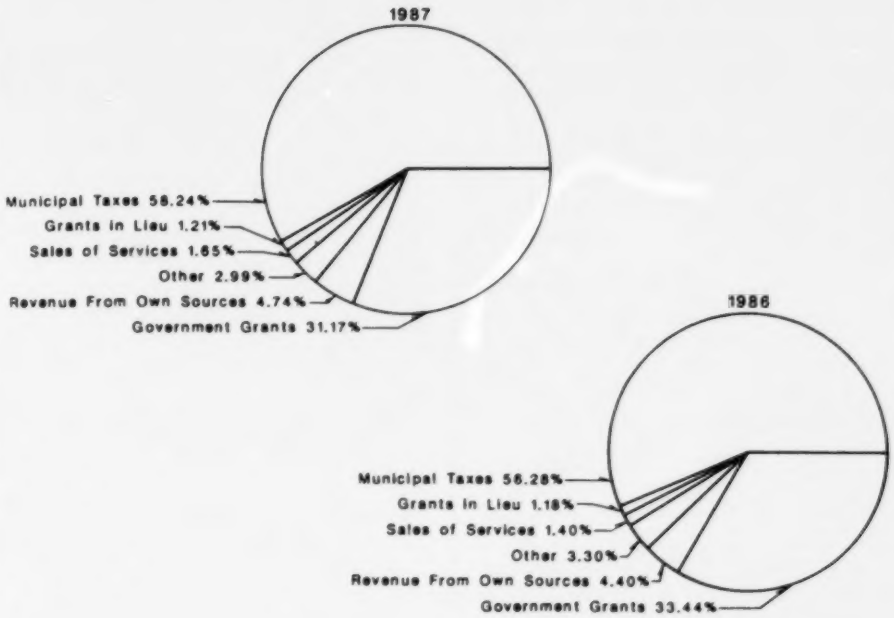
Statement of Expenditures

	1987	1986	1982
General Government Services	20,142,593	19,789,099	15,684,934
Protective Services	2,418,761	5,332,171	2,949,576
Transportation Services	106,151,245	107,800,067	89,473,050
Environmental Health Services	1,093,958	943,627	555,595
Health and Welfare Services	723,954	758,163	502,774
Environmental Development Services	1,441,701	1,412,327	1,261,801
Recreational and Cultural Services	2,752,062	2,991,645	1,929,458
Fiscal Services	27,753,171	29,519,540	20,980,075
Total	**162,477,445**	**168,546,639**	**133,337,263**
Net Surplus for the Year	**6,218,243**	**6,643,103**	**3,646,101**

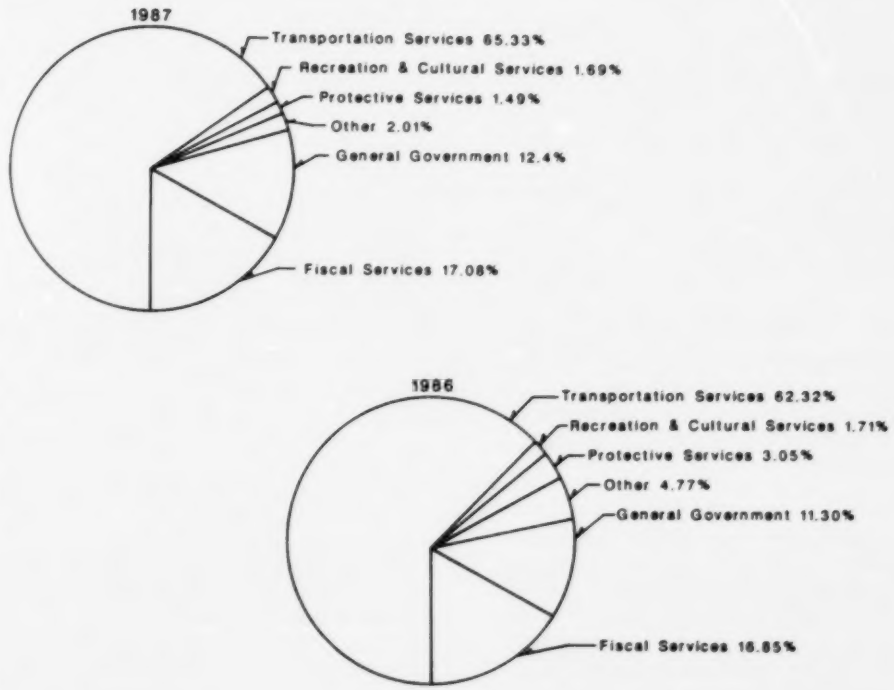
Revenues and Expenditures

General revenues and expenditures decreased in 1987. The total combined revenues of all rural municipalities for the year 1987 exceeded the combined expenditures by $6,218,243. Surpluses on 1987 operations amounted to $6,218,243.

Revenues for Municipalities



Expenditures for Rural Municipalities



Municipal Grants

Rural Revenue Sharing

Under the province's revenue sharing program, Saskatchewan Rural Development distributes annual grants to R.M.s. In 1988-89 rural municipalities shared over $47 million for specific projects and locally determined programs.

Unconditional Grants

Grants totalling $17,288,651 were paid to rural municipalities on an unconditional basis according to the established formula.

Conditional Grants

Conditional grants for rural municipalities were paid out during the year under review for the following purposes.

Special Roads	$ 1,307,107
Primary Grid	5,984,525
Main Farm Access Roads	8,517,573
Bridges	1,486,812
Maintenance	4,662,894
Traffic Safety	80,778
Traffic Counts	178,728
Timber Haul Maintenance	62,170
Fire	208,744
Recreation	182,564
Legal Surveys	15,732
Regravel	3,008,442
Reconstruction	2,932,143
Heavy Haul	1,674,159
Road Inventories	50,246
Signs	142,101
Total	**$30,494,718**

Inter-Municipal Programs

Municipalities which agree to offer common recreation and fire protection services to their residents are eligible for inter-municipal revenue sharing grants.

Two or more neighboring municipalities may qualify through a formal agreement, and in some cases an association is necessary to administer the services. It is up to an individual municipality to initiate the agreement and to work out the terms and conditions.

Heavy Haul and High Volume Road Program

This program provides grants to rural municipalities for upgrading their major industrial and heavy traffic routes to a higher standard capable of accommodating heavier weight vehicles and high volumes of traffic.

Heavy oil activity regions are one of the major recipients of grants under the program. Major grain haul and gravel haul routes are also eligible. A total of $1,674,159 was spent on projects under this program in 1988-89.

Assistance for Construction of Roads On Indian Reserves

This program provides for the maintenance of designated roads on Indian reserves. Grants in the amount of $11,581 were paid during 1988-89.

Rural Development Corporations

This program encourages inter-municipal co-operation in socio-economic development. Financial assistance is provided to establish and operate a regional development body, comprised of four or more adjacent municipal members, one of which must be a rural municipality.

During 1988-89 nine Rural Development Corporations (R.D.C.s) were provided with funds totalling $400,000. The program involved 24 rural municipalities and 37 urban municipalities.

By the end of the fiscal year, three R.D.C.s had completed their required opportunity surveys and were commencing their development strategy preparation stage. The remainder had their initial surveys well underway. They were involved, as well, in a total of 80 project development and employment generation activities. Projected results were 255 new jobs and $50 million of capital investment.

Board of Examiners

The Board of Examiners (Rural), appointed under the provisions of The Department of Rural Development Act, is responsible for the issuance of certificates of qualification to administrators of rural municipalities. The Board consists of one staff member of the Department who serves as chairman, one representative from the Saskatchewan Association of Rural Municipalities and one representative from the Rural Municipal Administrators' Association.

Type of Certificate	Number Issued 1988-89
Rural Class "C"	25
Rural Class "A"	27
Rural "Superior A"	8